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TORQUE TUBE

• THE INTERNATIONAL NEWS PUBLICATION FOR MEMBERS OF THE 1937-1938 BUICK CLUB •



VOLUME XVII • NUMBER 2 • NOVEMBER/DECEMBER 1998



The 9th Cylinder

BY HARRY LOGAN (#651) EDITOR

Merry Christmas and a Happy New Year!

Our membership in August, just before renewal time, was a record high of 576. The same renewal pattern happens every year. Two thirds of the members renew (*thank you*) and one third do not. (*around 125 members*). Sometime in January, after two issues have been mailed out, I'll send a reminder note. That usually brings most of the members back. Hopefully, our membership will hit 600 members one day.

Your ad for 37/38 Buick cars and parts will be run once free of charge. If you want it re-run, please drop me a post card as I have no way of remembering one member wants his ad run once, another twice etc. Thanks. And don't forget to go through the back issues for any parts you need. *They may not have been sold!*

This gray '38 Special two door sedan Model 48 belongs to **Pat Jacobs** (#1308). He recently won a third in class award at the All-Buick Open in Washington state.

Christian Stickl (#1313), our only German member, recently purchased a 1937 Special Business Coupe in the States and had it shipped to Germany. He writes: "*Last weekend was one of the first dry and sunny autumn days and I took my 1937 coupe for a spin. Great experience.*"

It was my maiden trip with the car, still with American license plates. You can imagine how much attention a car like this gets in Germany in November!"

Hugh Morris (#322) in Texas owns a 1938 Century Convertible Coupe Model 66C with Body Number 649. The BCA lists 642 made for domestic use and 52 for export. Hugh was wondering why his 649 body number is greater than the number of these cars built for domestic use (642).

Member **Von Hardesty** (#964) in Virginia owns a 1937 Century Convertible Coupe with a Body number of

796. The BCA lists 787 made for domestic use and 56 for export, so his Body No. is also greater than the number made for domestic use.

The answer I believe is that these cars were not made in one domestic and one export run. I believe the export cars were interspersed with the domestic cars as the orders for them came in. Does anyone have more information on this?

The 1939 Buick Century was the official car for the Indianapolis Speedway. This photo shows Al Rickenbacker, brother of the famous Eddie

with one of the Buick Century's used by the Speedway. And in addition, a Buick Century was the pace car for the race held on May 30, 1939. Note the good advertising Buick got from this.



TORQUE TUBE

FOUNDED IN 1980 BY DAVE LEWIS



This dark maroon '38 Century Sport Coupe Model 665 with red wheels belongs to new member **Mikael Gustafsson** (#1361) in Sweden. He says there are 26 '38 Buicks registered there. His car came to Sweden from Memphis, TN in 1988.

Here's another dark maroon similar looking '38 coupe only it has maroon wheels and it belongs to **Harland Eastwood** (#1153) in Washington.

New member D. Brian Jensen from Baltimore, MD writes: "I'm afraid an old Buick bit me! About two weeks ago, a friend asked me if I would be interested in a '38 Buick. I wasn't really in the market for an old car, but back in my college days I had a '27 Chevrolet. I sold this when I bought a 1879 townhouse and decided one restoration project at a time! That was 22 years ago, and the house is almost restored.

I sure missed tinkering with an antique car, so I

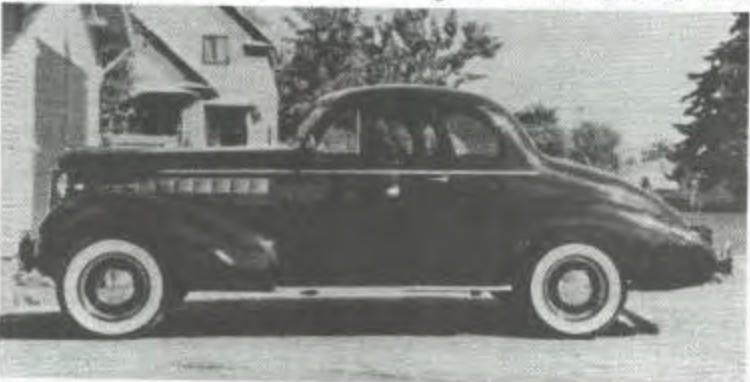
went to look at this Buick. Well, it was love at first sight! It's in great original condition and I'm planning to drive it home from Allentown, PA. to Baltimore this weekend. It's a '38 Special 2 door trunk back sedan model 48. The frame number



begins with a "3", indicating it was assembled at the Linden, NJ plant. It's lived in the Allentown area since new. It originally belonged to the owner of a large florist company still in business. I was thrilled

to see the 37/38 Club's web site....I guess there's a club for everything! But, seeing such a club existed indicated to me how special these cars are....and I'm glad I found one!"

José Pardo (#558) in Columbia writes: "I



have my hands full restoring a 1937 Model 41 Buick that I purchased locally from a friend. The photo might be called an x-ray of a trunk back sedan and will give you an idea of the

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You can now find your '37-'38 Buick Club on the World Wide Web.

<http://www.classicar.com/clubs/buick/buick.htm>

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Please send all articles, ads subscriptions and inquires, etc. to:

The TORQUE TUBE

1005 RILMA LANE

LOS ALTOS, CA 94022 USA

You can reach Harry Logan by

PHONE/FAX (650) 941-4587

or by E-mail: harrylogan@earthlink.net

Editor.....Harry Logan, #651

Art Director.....Dug Waggoner, #10

Printer Liaison.....Bill Olson, #427

Printer.....Conrads Printing, Lancaster, Ohio

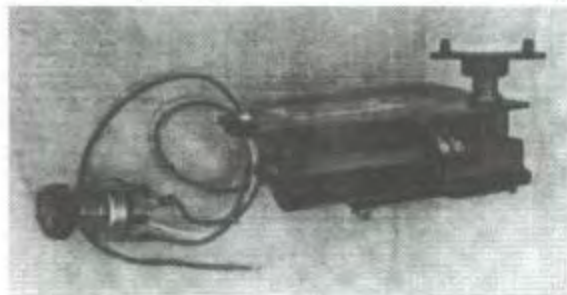
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extent of the work involved. We separated the outer skin as no fillers of any kind will be used in this car to cover up the dents.

Corroded metal is being cut away and a new 18 gauge sheet metal panel is being welded in place.

We also made exact copies of the running board cover, floor panels, and the fuel tank."

The 2-speed electric windshield wiper motor for '37 to '48 Buicks, Olds and Pontiac's shown on page 22 of the July/August issue are for **12 volt** cars. They can be purchased for \$170.00 from Butch's Rod Shop in Dayton, Ohio. His phone number and new area code is (937) 298-3000. The wipers would run slow on 6 volt cars.



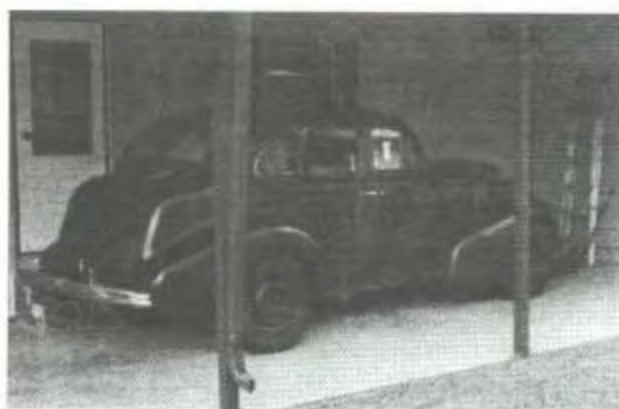
I spoke with the manufacturer, Newport Engineering. Ph: (314) 239-1698. They told me they only make 12 volt models. I stressed the need for 6 volt wiper motors and they said they would let me know when they have them. I think that

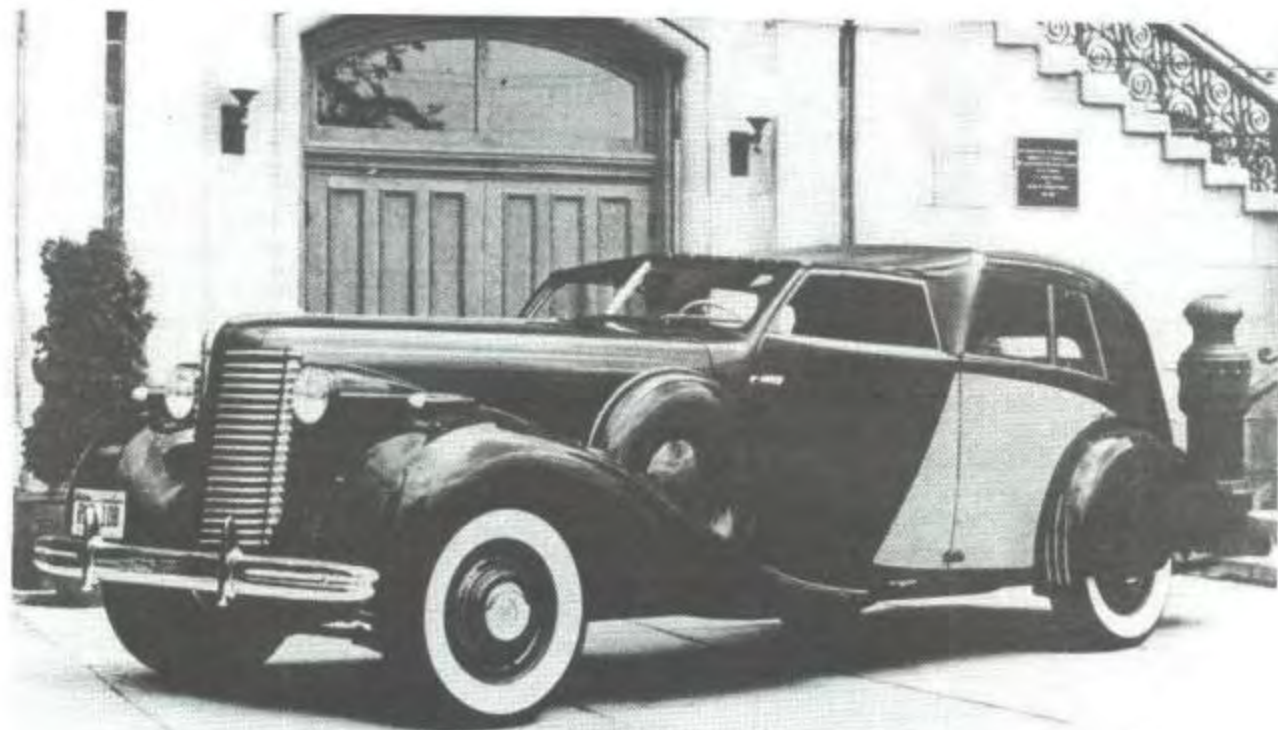
means "Don't hold your breath."

Dave Paulisin (#704) has had some stainless steel 37/38 Buick springs made as per Buick specifications and based on original springs. He had approximately 20 sets made for use by fellow 37/38 Club

members. See his ad in the parts for sale section.

The cars at the bottom of this page are owned by **Craig Allen** (#746) in Laurel, FL. The first





two photos show a beautiful yellow 1937 Special convertible coupe Model 46C owned by He also owns a '36 Century Sedan and this black 1938 Special Business coupe Model 46. And he is restoring this maroon 1938



Special 4-Door Sedan Model 41. Craig requested we re-publish an article on Cavitation as it helped him solve his overheating problem. (See page 15).

This one of a kind 1938 Roadmaster, above, with a Opera Brougham body by Fernandez & Darrin belonged to the owner of the J.C. Whitney Co. (auto part supplies) when it was shown at the Buick National Meet in Chicago in 1995.

It also was at shown years ago at the Buick Nationals in Flint, MI. At that time it had a Rolls-Royce looking grille with **Fernandez & Darrin-Paris** on it, wheel spinners and an actual trunk in the back. Then the owner had the car "restored" with numerous changes and refinements including whitewall tires, Buick sidemounts, electric windshield wipers and a '38 Buick grille. He purchased a Roadmaster parts car to get the parts he needed. One of our members has seen the Roadmaster parts car still in Chicago

This car was first displayed at the 1938 Paris

Auto Salon. Built for the Countess Max de Palaska, better known in the United States as Mrs. Sandra Plankinton of Palm Beach and Locust Valley, Long Island. She used the car primarily to make the round trip from her summer pied-à-terre in New York to her winter home in Florida.

The car won 1st in Class: Pebble Beach, Meadowbrook, San Diego, and Silverado. If you just can't live without it, it'll be for sale at the Atlantic City (NJ) Classic Car Auction next February. Phone: 1-800-227-3868. It will one of 20 featured Auto Salon cars for sale (not auctioned).

We had a story about new member **Andrew Leiser** (#1340) with a photo of his '38 Roadmaster sedan on page 2 of the July/August issue. Shortly after the **Torque Tube** came out, Andrew got a long distance phone call from Danielle Kirpestein, the wife of our only Dutch member. She wanted to know if he was the Andrew Leiser that knew her father. And it turned out he was! He had worked with her father and had actually visited their home in the Netherlands in 1973 when she was still a school girl! It's a small world!

This beautiful blue RHD 1940 Buick Special

Convertible Sedan, below, was recently finished by Alf Dolt in Capetown, South Africa. I met Alf in New Zealand in 1996 and we've kept in touch.

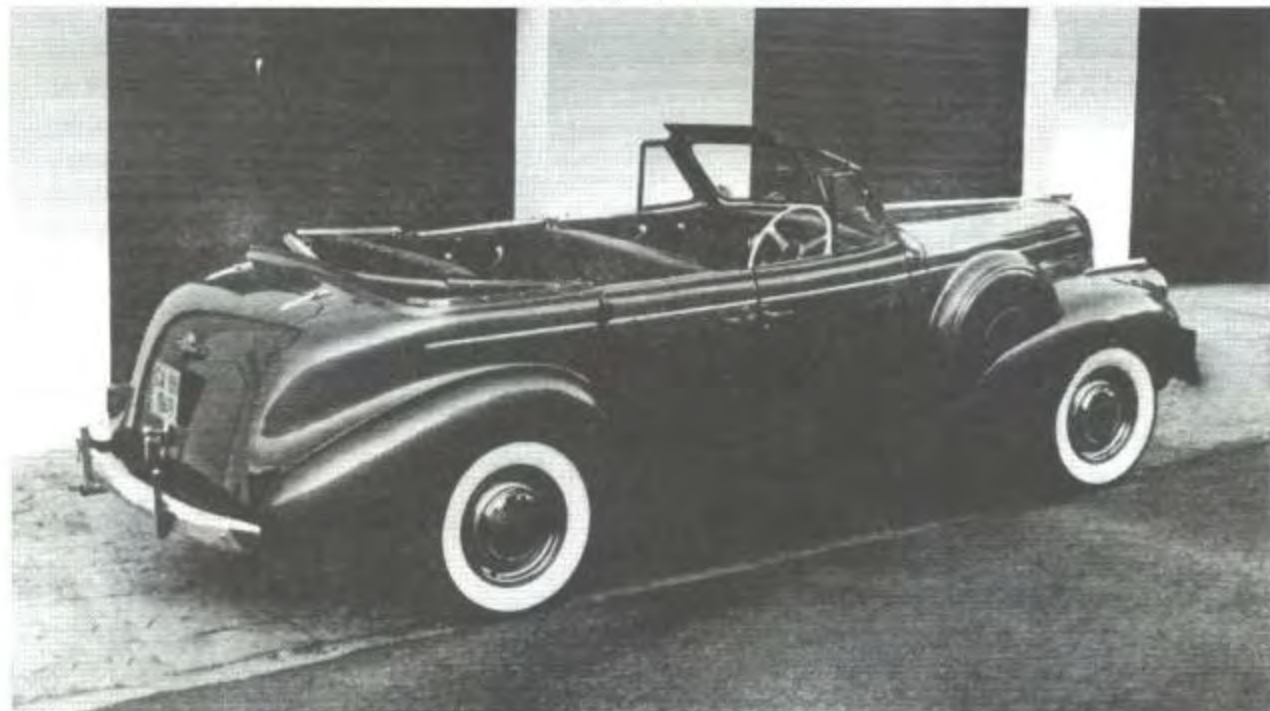
Alf added this Graycock de Normanville overdrive fitted into the torque tube. These were used on earlier Jaguars. The original 4.4 differential with overdrive makes a great combination. Alf cruises at 70-75 mph at 3,000 rpm. At 65-70 mph the rpm is around 2,600 at which the engine gives peak torque. So it is not sluggish at all. Cruising a Buick straight 8 puts a new dimension on old car motoring!

This article, for our **9th Cylinder**, is entitled "**Beware of fake certified checks when selling**

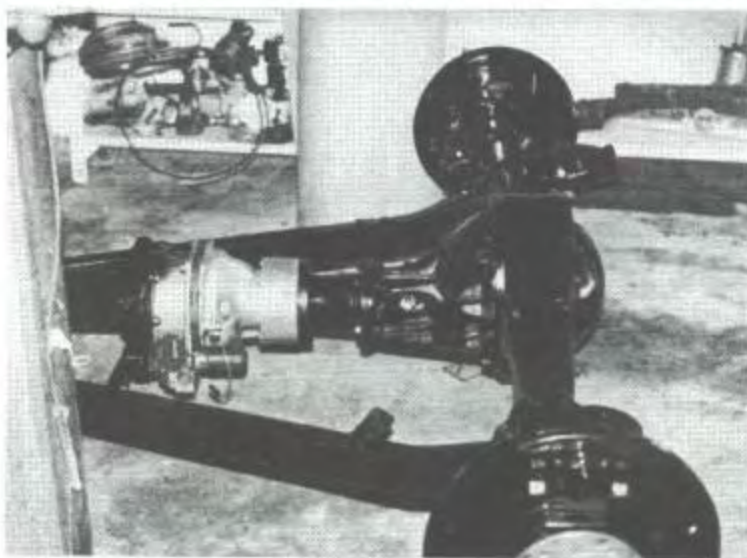
The buyer gave him a certified check; it bounced 5 days later. Allen said: "*The Chicago bank account, home address, and other data the buyer supplied proved nonexistent.*" The moral of the story is if someone offers you a certified check for a car, call the bank to verify the account and check.

New member Alf Johansen in Calgary, Alberta, Canada joined the Club because he has a line on a 1937 opera (sport) coupe and also knows where there is a 1937 convertible. However the owner is still reluctant to sell. Both cars need restoration. Good luck Alf.

Jack Shepherd (#138), in BC Canada, owns a



your car" and appeared in the Columbus Dispatch newspaper. Gary Allen of Pataska, Ohio had a red 1968 Chevy Camaro SS convertible that looked as good as it did the day it rolled off the factory floor. He'd spent 3 years restoring it and wanted to sell it.



beautiful restored Samarra Beige '37 Century Convertible Sedan that he bought years ago from **Greg Field** (BCA #1). Jack writes that his mother just passed away at the age of 103! After having known her for 77 years and having had her living with him the last

20 years, it came as a shock when she died.

This photograph of author David Halberstam and a black 1937 Century sedan was taken by professional photographer Bill Ashe in his New York City studio. The studio facility is 6000 square feet, column free and accommodates trucks and cars through a 16' x 22' door. The car belongs to member **Gene McCoy** (#573) in Floral Park, NY. Thanks to **Von Hardesty** (#964) for sending this in.



mounted it on the wooden fender with a '37 Buick ad in the picture frame. It's on the wall of my memorabilia room. And oh yes, the fender light is dark green. I'm really a Packard man with a soft spot for Buicks. I own 4 and manufacture Packard parts, some of which fit Buicks. See my ad for convertible sun visors on page 32."

I noticed one item Wallace sells *may* be useful to our members. It's the hood center trim strip. It's

Received a letter from new member and advertiser (see page 32) **Wallace Walmsley** (#1324)

in San Diego, CA. He writes: "While I don't own a Buick, I have a soft spot for them. My favorites are 1937 and 1939. The school I went to taught grades 1 through 8 with one teacher! Her name was Mrs. Lindley and in 1937 she bought a new dark green Special Business Coupe. Two years later she traded it in for a new dark green 1939 Special Business Coupe."

"I had a wood worker make a picture frame with a partial fender at the bottom, all out of wood. Then I found a '37 Buick fender light and

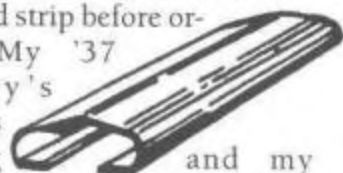
made for Packards but *may* just work on our Buicks. Make sure you carefully measure the length of your own hood strip before or-

dering. My '37 Century's Coupe's is 45" long and my '38 Century Sedan's is 44 and 3/8". You can always cut them to the right length if they are too long.

The hood strip forms a hinge together with the hood halves. The rounded end of the hood halves should fit the rounded sides of the hood strip and allow the hood to open without binding. Binding was a common problem with some previous reproduction hood strips. If you order one of the Center Hood Strips from Wallace Walmsley, please let me know how they work

on your Buick.

One of our members who owns '37 & '38 Buicks wrote: "I generally don't comment about our cars concerning tech tips, details etc. because a lot of people feel they already know the only



way. Or you'll hear the *never and always* routine. Further more, a lot of individuals just don't care. Look at all those upside down bumpers!" (ED: The longest end of the bumper is on top).

One of the items listed as a 1937 Buick Accessory was a locking gas cap, part number 985076. '37 had the gas cap on the right rear fender while the '38 gas cap was covered by a lid. So this chrome locking cap was not used in 1938 as it is not listed in any of the 1938 Accessory brochures I have.

Bob Graves (#1136) in Lynn, MA., tells me that this is a Chevrolet part number. And they are being reproduced and are available from **Chev's of the 40's** in Washington. Phone: (360)835-9799. It comes with two keys. Thanks for the tip Bob.

This photo below shows a dark green 1938

Special sedan Model 41 belonging to **James Rufener** (#767) in Eagan, MN.

He purchased the car in 1989 and added the skirts. It's been repainted with 4 base color coats and 3 coats of clear. James says it's "*really a great runner, especially with the 3.9 ring and pinion gears now in it.*"

The bottom photo shows a custom made wooden box that came with the car. It revealed an array of tools and jacks that had been passed down from the former owner.

If you're in the market for original Buick literature, you might want to try Walter Miller, 6710 Brooklawn Parkway in Syracuse, NY 13211. Phone (315) 432-8282. He has a large selection of 37/38 Buick sales brochures, manuals, factory photos etc. He'll send you a free list. Specify Buick and the year. His web site is: www.autolit.com.



Speaking for our
Art Director
Dug Waggoner
and myself,
Merry Christmas
and
Happy New Year.

Harry

Cover Cars

The little boy on our cover is probably telling Santa Claus that he wants a Buick pedal car for Christmas. This photograph appeared on the cover of the December, 1938 Buick magazine. On the back cover we see a variation to the boys first wish to Santa. He could be asking for a present for his father, a new 1938 Buick all wrapped for Christmas. The wrapped car photo appeared in the December, 1937 Buick magazine. We combined both photos for a Christmas Wish to all.

ANOTHER McLAUGHLIN-BUICK SURFACES

(Part II)

By E.W. Scrivener (#1069)-Ontario, Canada

ED: In the July/August issue, E. W. Scrivener (#1069) told how he discovered a 1938 McLaughlin-Buick Model 48-19 (Roadmaster) at a farm auction. This is a rare car as only 191 were made for domestic use.

Now here's part II of this continuing story or how he accidentally purchased another 1937 McLaughlin-Buick Special sedan at another farm auction last summer.

The car has not been on the road since 1959 and had been partially disassembled for restoration the previous owner. The floor has been



repaired, as have the rear wheel openings and the area under the trunk lid. Everything that was not on the car was inside it, including fenders, complete tail lights and parking lights, sealed beam conversions for the headlights, and bumpers with an after-market grille guard.

The car runs and has 95,000 miles on the odometer. It was given to the previous owner by his brother who had won it in a poker game!

Restoration was started but unfortunately the owner died of a heart attack at the age of 41!

What surprised me was the lack of interest in this car by the people at the auction. No one wanted to bid on it. I finally offered \$100 just to get the bidding started, but no one else bid and so I became the new owner. (That's \$100 Canadian or about \$66 US)

Overall, the car seems quite solid and should be a straight forward restoration project.

Needless to say, I will keep going to these farm auctions!



1937-1938 BUICK EASTERN CLUB MEET AND TOUR

SOUTHERN INDIANA — MAY 19-20-21-22, 1999

By Steve King (#776)

Set on the rolling Cumberland foothills of Southern Indiana, French Lick Springs Resort is more than a resort- it's a tradition built on a colorful past. From explorers to the nation's rich, famous, and politically influential (*presidents and gangsters*) who came to renew themselves at the bubbling mineral springs. Today the "resort" offers 485 spacious rooms, incomparable recreation activities, 5 restaurants, and 3 lounges.

We plan to tour the hills and hollers 3 days with possible stops in Jeffersonville, a local winery, Lincoln boyhood home, Louisville, and the West Baden Hotel under restoration. Steve and Pat King plan to arrive Wednesday afternoon. Make your reservations by April 15 so maps and information can be sent to you.



1999 EASTERN MEET REGISTRATION

NAME _____ SPOUSE _____

ADDRESS _____

PHONE _____ TOUR CAR-YEAR & MODEL _____

Meet registration fee—\$10.00/car (hospitality room, etc.)

- | | |
|---|------------------|
| <input type="checkbox"/> Thursday 5/20 Tour: | #Attending _____ |
| <input type="checkbox"/> Friday 5/21 Tour & Picnic: (\$5.00/person added to meet fee) | #Attending _____ |
| <input type="checkbox"/> Saturday 5/22 Tour: | #Attending _____ |
| <input type="checkbox"/> Saturday 5/22 Dinner: <i>French Lick Springs Resort</i> | #Attending _____ |

Cost of Dinner will depend on your choice from the Menu

Make checks payable to:

Steve King (#776)

1 629 W. Main St., Greenwood, IN 46142 — Phone (317) 881-8303

HOST HOTEL

French Lick Springs Resort, 8670 W. S.R. 56, French Lick, IN 47432

Phone 800-457-4042

Make reservations direct with hotel and

MENTION '37-'38 Buick Club

to get special rate: \$79.00+tax. — 20 rooms are being held until April 15.



BIG WHEELS

By Bob Benson-Evening Telegraph
Photos by Joe Gibbons

(ED: This article about **Bill Patterson's** (#928) '38 Century Slant-Back Sedan Model 67 appeared in the Placentia, New Foundland, Canada Evening Telegram newspaper).

I looked in the Buick's rearview mirror. The cops were gaining on the outside like Seabiscuit coming down the home stretch. I yanked out my pistol, a .45 once carried by a Marine on the Argonne back in '18. Then I took one last look at the lady in red. Here's looking at you kid. Then I opened the door and fired off a clip from the running board. You coppers ain't taking me alive.

Suddenly, I was brought back to reality by the voice of former Tory politician and Placentia businessman Bill Patterson Sr. Patterson was extolling the virtues of his sleek, black 1938 Buick Century Model 67 sedan with a straight-eight engine that causes people to stare and young men to wonder just what it

could do on the highway.

Antique car buffs will want to know the car was built at the General Motors plant in Flint, MI and only 1,515 were manufactured. About 5 are still in existence.

The piston displacement is 320 cubic inches. The engine develops an impressive 141 horsepower. "You have no trouble getting a speeding ticket in this one," says Patterson.

Patterson drove me around Placentia and a short way down the South-East Road. It takes a

few minutes for the car's cast iron engine block to heat up and for the thermostat to open, but then look out!

Naturally, there is no power steering or power brakes, but the Buick rides easy on coil springs on all four wheels. Incidentally, the steering wheel is about twice the size of current ones. That's to give the driver a firm grip to heave the car around.

There isn't any automatic transmission. The gear shift is on the floor and it's easy to operate for anyone who learned to drive with a clutch.

The interior is functional with comfortable seats and there's an armrest in the back. In addition to the dash controls, the car still has the original radio, (vacuum tubes, of course).

But to ride in the car is to know what cars were all about. The driver and passengers are high off the road and the visibility is excellent. An accident in this car might go unnoticed while the modern vehicle hit would likely be demolished.



The purring straight-eight, the solidness of the ride and the feel of the car, its aerodynamic design, matching teardrop head and parking lights, big bumpers and more tell of a time when people felt there was no need to understate the power or apologize for status.

Patterson says the Buick was brought to Newfoundland in 1938 by a Mr. Newman Parrott. The car was driven only during the summer and garaged in winter. That's why no heater was installed.

Former St. John's mayor and now Supreme Court Justice Bill Adams eventually acquired the vehicle. Then it went through several owners until Patterson bought it.

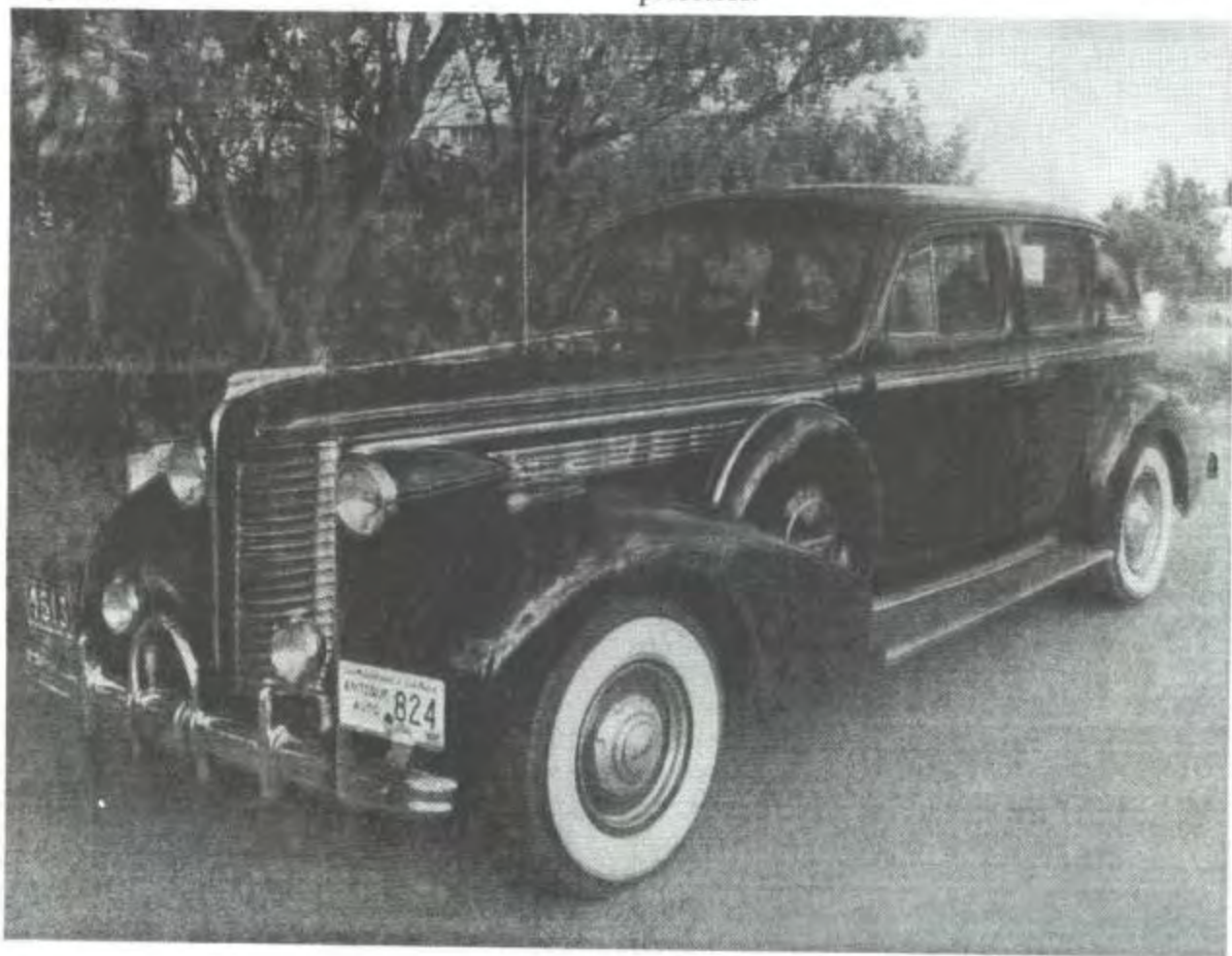
"There was a lot of work to be done when I got it," says Patterson. He lovingly restored the car. It took about five years of dedicated work to bring it back to almost mint-like condition. A fair amount of work had to be done on the chassis in the body shop. The body was completely sand-blasted and given a new coat of paint.

Patterson is a member of an auto club which is limited to owners of 1937 & 1938 Buicks. There are 500 members and that makes it easy to track down needed spare parts.

The Buick Century has over 50,000 miles on the engine and gets about 18 miles per gallon (*Imperial gallon*) on the road. Patterson rents it out for wedding receptions.

He also has a 1932 Chevrolet Confederate sedan. *"It's a rare car"* comments Patterson. Some 40 years ago, he spotted the car which was then in use as a chicken coup. He quickly rescued it and brought it home. In 1979, the car was stripped from top to bottom and completely rebuilt. Now Patterson drives his Chevy across Placentia's levee when the summer weather is dry. The Chevy gets about 20 miles per gallon and has 56,000 miles on the engine. Both cars are stored throughout the winter months.

"They're not for sale," comments Patterson. *"They're antiques and antiques are priceless."*



THE BUICKS IN MY LIFE

By Victor Lane (#1014)-Wales, U.K.

ED: Vic presently owns a 1937 McLaughlin-Buick 40X Special Convertible Sedan with a body by Maltby's of Folkestone, England as well as the Rolls-Royce seen in the background. More on Vic's '37 Buick in the next issue.

Mine has been, and promises to continue to be, a life with a large Buick component. Although my first car was a no-account Model A Ford that I bought on my 15th birthday in 1949 (driving licenses could be had at 15 in Illinois then. And no test either!). My second car, nine months later, was a Buick; a 1929 Model 116 touring car for which I paid \$75. It was not easy in 1949 for a teenager to scrape together \$75, but I managed, just, and was only slightly disappointed that we had to tow the car home behind my father's brand new Pontiac Silver Streak. My father's opinion of the Buick would not have been adequately described by "disappointment," nor was the Pontiac's Hydramatic transmission built for towing. But as it happened the Buick only needed a tune-up and clutch adjustment, after which it did me yeoman service for a whole year until I saw and **absolutely had to have** a 1926 Buick Master Six Model 51 formal brougham (landau irons and all), which Mr. & Mrs. Peter Braun of Glencoe, IL, the car's original owners, agreed to sell me for \$110.

With just 29,000 miles on the odometer, an immaculate brown mohair interior, and an exterior finish degraded only slightly by excessive polishing, \$110 was not too much, even then, as this car was what we later came to call "loaded." Extras included Weed brand aftermarket bumpers front and rear, a leather-covered trunk for the rear luggage rack, a crystal bud vase on the post between the doors, a Lorco Controllable Driving Light, a diabolical exhaust heater under the rear floor (fortunately disconnected), and a Boyce Motometer mounted on a nickel head and shoulders of Zeus, arms outstretched, grasping onyx balls. The gearshift knob, as big as an orange, was also onyx. I thought it was all in good

taste and I kept and rejoiced in that car until the fall of 1958, when circumstances absolutely forced me to sell it.

I was a married graduate student at the University of Chicago at the time and my wife, despite being about the same petite size as the original owner, but a good deal younger and fitter, declined to wheel the '26 around, finding its ponderous steering, peculiar external contracting brakes and crash transmission more than she cared to mess with. At least it went to a man who already had about seven Buicks and who, as far as I know, still has it!

And so the first 37/38 Buick came into our life. It was a '37 Roadmaster 4-door sedan in beautiful condition, and I borrowed most of the \$450 I paid for the car. It was a truly lovely car, as silent and luxurious as a Puckered, in a perfectly gorgeous shade of dark green. But the payments were more than we could manage, and besides, it was still a lot more car than my wife wanted to heave around, having had her driving lessons on a '41 Chevy. So when a friend begged me to sell it to him, I let it go, and bought a rather tired but decent-looking '38 Special 4-door sedan.

It wasn't a bad car, and best of all, my wife learned to tolerate it. To be sure, it cost us some money and nervous energy when, after driving it through a flooded underpass, she discovered at the next red light that she had no brakes. She luckily escaped injury. In those days you could buy a new grille and bumper right off the shelf from Warshawski & Co. (now J.C. Whitney) in Chicago for about \$20 the lot, so both our marriage and the car survived.

Then one day I saw a very pretty, almost new-looking beige '38 Special 2-door sedan on a used car lot which, to my great delight, had the not-very-popular but appealing exotic Buick Self-Shifting Transmission. On the pretext my wife would find it easier to drive, I traded up for it. The car was as sweet and smooth as Karo Syrup, but rather soon began to develop clutch slip. I replaced the clutch again, and again got only a

couple of thousand miles from it before it too began to slip. It became clear that our gorgeous Self-Shifting '38 Buick, nice as it was, had an appetite for clutches that uncomfortably exceeded our ability to pay for them.

Basically the transmission was a proto-type Hydramatic, and as such extremely historic, but what they left out was the Hydra part. There was no fluid coupling, just an ordinary dry clutch which you had to use to get started, but could then forget. Shifting was automatic from first to second, after which you had to move the lever from low range to high range. But you didn't need to dip the clutch. Then you were automatic again from third to high. The problem was that each time the gears shifted it was the un-released clutch that had to take up the drive, each time with a little slip, until before very long, all the little slips added up to another burnt-up clutch.

Never mind. In 1958 I got a fellowship to study and teach in Germany, so my wife and I packed up the '38 self-shifter and with a fresh clutch, drove to Boston to catch a ship for Europe.

It was July and hot, especially as we were going from Chicago to Boston via Oklahoma City and Fort Smith, Arkansas, to visit my wife's

relatives. Air conditioning was just becoming common in 1958. And seeing those new Buicks, Chryslers and Cadillacs cruising past us on Route 66, their windows rolled up tight and their occupants looking cool and superior very nearly made us both into Bolsheviks. Even with all the windows and the cowl vent wide open, the heat in that car would, as Mr. Kipling said, "*make your bloomin' eyebrows crawl.*" We downed Royal Crown Colas (*my favorite*) and Dr. Peppers (*my wife's favorite*) by the quart and, stripped off all the clothes we dared. One night half sick from the sweltering heat, we staggered into a restaurant in northern Mississippi and only realized after a long, hard look from the waitress that my wife had forgotten to button up her blouse!

I tried to sell the '38 in Boston, but it was an odd-ball car and none of the used car lots would touch it. So in the end, I took off the Illinois plates and abandoned it. No doubt in due course, the City of Boston sold it for scrap. But do not hate me for this outrage, Buick fans. It was 1958, '38 Buicks were only 20 years old but commoner on the road back than '78's are now because the war had set us all back by 4 years. And I really did hate doing it, but what could I do? No one wanted it.



1937

CENTURY ENGINE REBUILD

By Jim Terruso (#816)-W. Bridgewater, MA

Most people remove the front clip (*front fenders and nose as a single unit*). We didn't because at the time it didn't seem necessary. We also didn't realize there was a transmission access cover on the floor board. We unbolted the transmission from the engine first and removed it afterwards.

After the engine removal, we found that the head was cracked.

I was able to locate another one locally. It is from a '38 to '40 Big Series car. It uses the 14 mm sparkplugs instead of the 18 mm ones used on '37 Buicks. And it has the clearance for the domed pistons (*the '37 had flat top pistons*). The new

head has been completely finished. The block is awaiting the .030 pistons along with other parts

from Terrill Machine Co. in Texas.

We are replacing all the babbit bearings with insert bearings, and installing a '52 oil pump for greater flow.

That's me on the left with my young helper. He is a machinist apprentice for the Gillette Co. He has refurbished a very nice '69 Camaro. This

kid is quite the auto hobbyist who gets a real kick out of working on the 1937 Buick.

Everything worked out well considering that we did not have experience on these early cars. It was fun and we learned in the process. The next

time we'll be more organized. Would you believe we didn't break one single bolt!



CAVITATION CURE

By Paul Macdiarmid
Rotorua, New Zealand

(Craig Allen (#745) in Florida requested the re-publication of a Tech Tip on Cavitation that appeared in Vol. IX, No. 1, September, 1990. Craig says it's the best tech tip he has seen in the Torque Tube. He says it's the type of article that is easy to skim over as it seems a little out of the norm. But it helped him solve his overheating problem.)

I have just finished reading of the hassle's some have had trying to beat difficult overheating problems. To date at least, I've seen no mention of a perhaps obscure cause of boil-over in Buicks and other non-pressurized cars of the period. Commonly, cooling systems of the 1930's are not pressurized. The lack of pressure in the cooling system is not in itself a cause of trouble; rather, it may obscure the real culprit.

I spent many frustrating weekends trying to find out why my '37 Special would always rapidly overheat at speeds about 50 mph. There was no problem below 45-50 mph, but anything over 50 and she'd boil in less than half a mile. Uphill, downhill or on level ground, it was always the same. I checked for all the usual things like dragging brakes, blocked radiator core, late ignition timing, collapsed hoses, cracked head or blown head gasket. Everything seemed to be in good working order.

The problem was **CAVITATION**, the formation of a partial vacuum in a liquid by a swiftly moving water pump impeller. At highway speeds, the pump and fan turn at a fast speed. Without pressure in the system, the Buick is disadvantaged several pounds per square inch compared to a pressurized system. Any pressure drop at the impeller seal face is an invitation for the outside atmosphere to be sucked in.

Aided by the forward motion of the car, together with the already 14.7 psi atmospheric pressure and the tendency of the moving impeller to create a partial vacuum, the pressure difference increases with speed to a point where the seal allows increasing quantities of air to be intro-



duced past the seal face. At some point, enough air is sucked (or more correctly pushed) through the seal to cause the impeller to become useless, merely rotating in air. This is CAVITATION!

At this point it seems the overheating is uncontrollable and so I had to stop and cool off before adding more coolant.

I had found no sign of leaking at the pump seal and so assumed all was well there. Perhaps with a pressurized system a leak might have shown, but in any case internal system pressure might have counteracted the outside air's tendency to move past the seal. My car had the original 1937 type water pump with the "chevron" seals on the pump shaft. (For easy recognition, this type water pump also had a grease cup on the top).

This pump was not a good design, so I replaced it with the later '38 style pump with sealed double-row bearings and packless seal. I have since not had any boil over at any speed in any traffic. And my temperature gauge now sits squarely on 180 degrees!

Craig Allen says his 38-41 also had a cavitation problem. It would quickly overheat at any reasonable speed. He cleaned out a lot of junk from the cooling system, but the car still overheated and the water would foam out of the over-fill tube.

After a short run at 40-50 mph, the water in the radiator filler and the over flow water looked like beat-up egg white. My friends suggested I had a blown head gasket or a cracked head etc. No one really knew what the problem was.

The problem was a bad seal around the water pump impeller shaft (but the pump didn't leak any water).

37/38 Buicks do not have a pressure cooling system. The pump creates a vacuum (especially at high rpm) and sucks air into the impeller chamber. The faster you go, the more air, the less water being circulated, more heat and that crazy foam.

It sounds crazy, but that was the problem. I had the pump rebuilt and all is now OK.



Technical TIPS

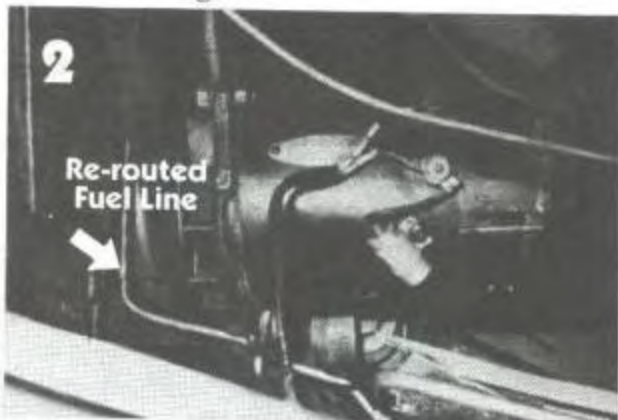
PREVENTING VAPOR LOCK

By Leonard Helfrich (#1077)-Canon City, CO

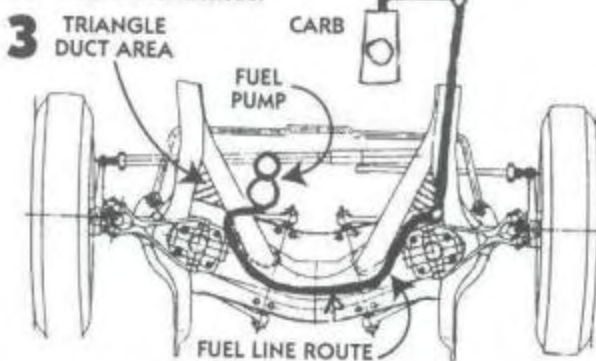
Last season, I had trouble with fuel vapor lock with my '38 Special Sedan. This summer, I decided to do something about it!



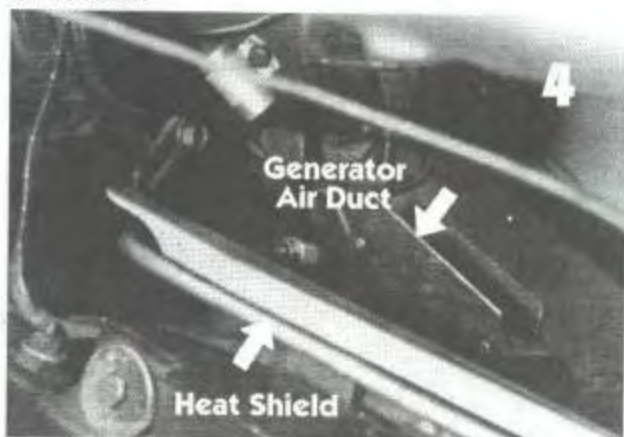
The first thing I did was to re-route the fuel line from the fuel pump to the carburetor around the front of the engine.



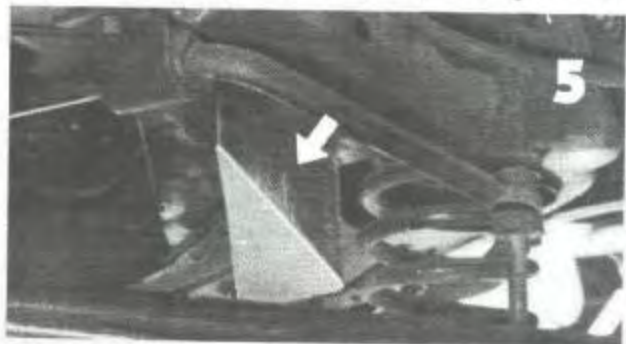
As you can see in photo 2, the re-routed fuel line runs low on the cross-member of the frame, just behind the radiator.



In the illustration, bottom left, you can see how I re-routed the fuel line from the pump to the carburetor. The line was routed between the shock and motor mount. When it reached the back side of the inner fender, it was turned up to the top of the inner fender. Then back horizontally along the inner fender as far back as the carburetor.



A heat shield was placed between the fuel line and the exhaust manifold. I took a coat hanger wire and formed it into the configuration that it had to be. Two lengths of 40" x 5/16" fuel line and a coupler make up the distance from the fuel pump to the carburetor. I also installed an electric fuel pump for insurance! The next thing was to make a duct to scoop air at the bottom of the frame and exit it at the fuel pump area (photo 1).



The triangle shaped duct slips down through the triangle in the frame to form an air scoop. This is a rear view of the scoop. There is a corresponding air scoop on the other side of the motor to

cool the generator. The air scoop and duct is made from 4" 30 gauge galvanized snaplock pipe 24" long. It takes a couple of hours to make it with the aid of a pattern. (See figure 6 below). Now the difference in temperature between the engine and the fuel pump is about 60 degrees F.

This pattern, below, is smaller than actual size but it can be enlarged at a copy store. The measurements and instructions are shown on the diagram. They are only applicable to 37/38 40-60 Series cars.

It took five prototypes and as many evenings to get this thing right! A person can make it in reverse for a cool air duct to the generator.

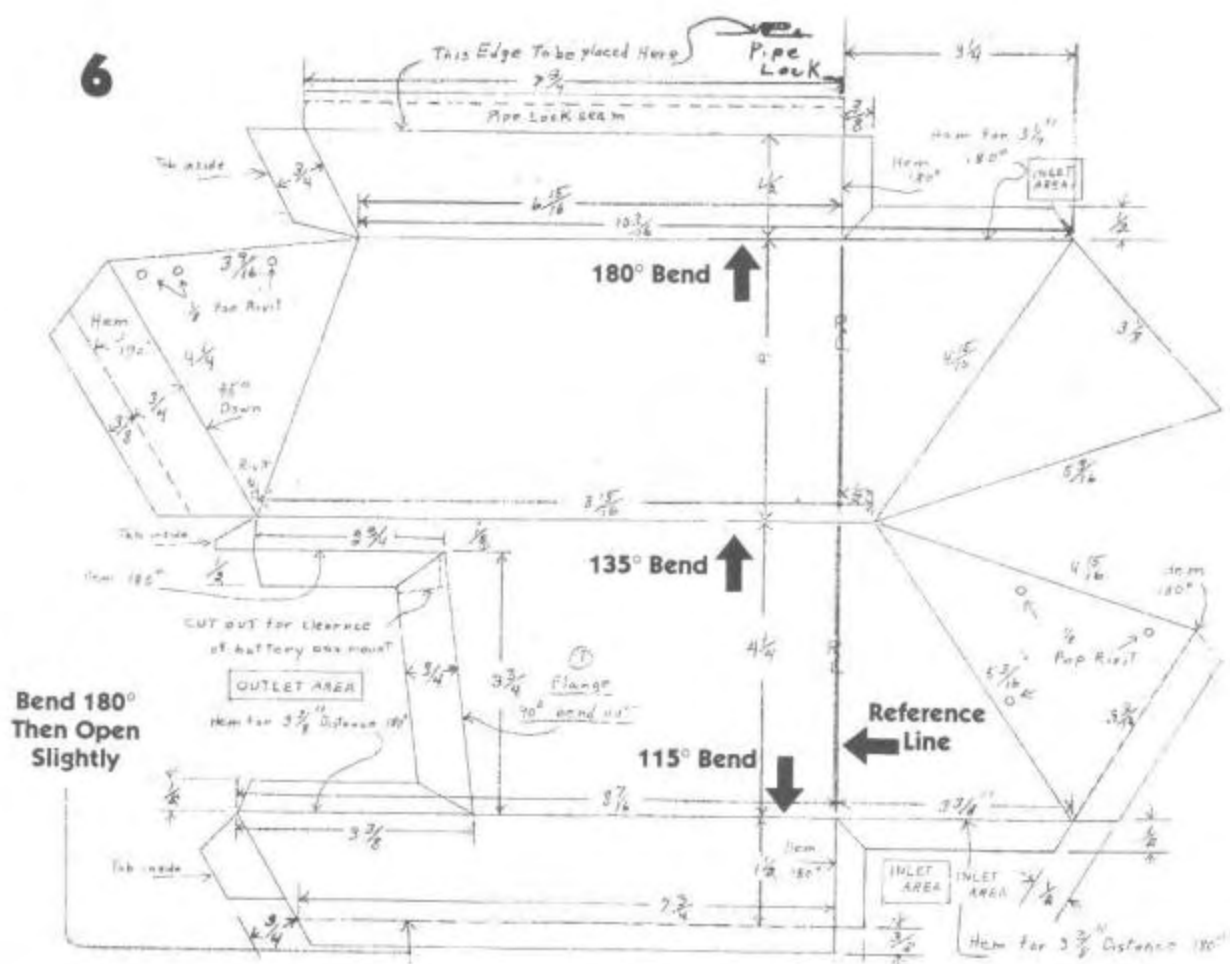
Photo 7, right, shows a front view of one of the two air scoops. These air scoops work well for me and I would like to share it with our mem-



bers. If anyone needs consultation for building this system, I would be glad to help.

Leonard Helfrich (#1077)

1306 Linden St., Canon City, CO 81212
Phone (719) 276-3282.



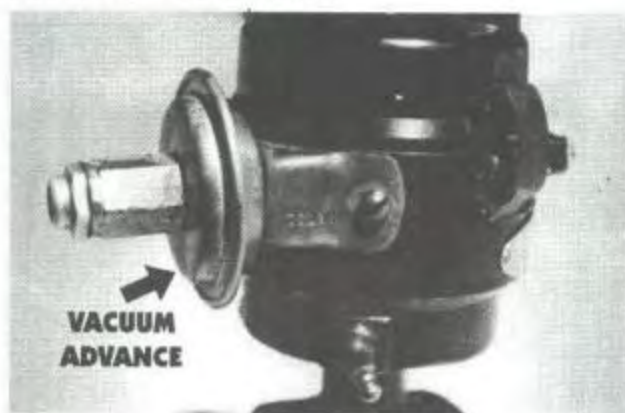


Technical TIPS

CHECKING THE SPARK ADVANCE UNIT

From the September, 1937 issue of MOTOR magazine

Use your timing light to check the operation of the vacuum spark advance unit. Hook up the timing light the same as for checking ignition timing. Move the accelerator. When racing the engine, the vacuum spark control is working if the timing mark on the flywheel moves according to the throttle opening. If the mark does not move, the vacuum control unit is not working.



RE-CHROMING WINDSHIELD WIPER TRANSMISSIONS

(From Torque Tube Vol. VI, No. 6)

To re-chrome the windshield wiper transmissions, you will need to remove the wiper shaft and gear inside the housing. Here's how:

1. Get a scrap piece of wood such as a 2" x 4" and drill a 1/2" (1.25cm) hole in it about 1" (2.5cm) deep.
2. Chamfer around the top of the hole so that the wiper shaft and surrounding portion of the housing will fit neatly into the hole. The flat part of the transmission should lie on the wood.
3. Drill a small hole in the pot metal housing opposite the back end of the wiper shaft. 1938 housings have a round bump opposite this shaft. Drill in the center of it.
4. Using a small punch and hammer, tap the shaft out of the housing. It will drop into the hole in the wood. The splined shaft is press fit on the sprocket (gear) and it will also fall out.
5. To re-install, reverse this procedure.

An acorn nut on the threaded end of the shaft will protect the threads. Use a plastic tipped hammer to tap the shaft back into the sprocket. You will end up with a small hole in the back of the transmission but this will not be noticeable when it's on the car.

There are left and right wiper transmissions, so be sure to keep the parts separate!



HELP! HELP!

MEMBERS TECHNICAL QUESTIONS



Earl Robinson (#1337) in New Hampshire writes: "The Stromberg AA-1 carburetor on my '37-40C has a sticking throttle shaft, mostly in the idle and low speed range and only when the engine is hot and running. When the engine is stopped, and still hot, the shaft moves freely and does not stick. I've disconnected the accelerator to carburetor linkage to isolate the problem and it is definitely the throttle shaft that is causing the problem. Carburetor cleaner on the throttle shaft has not helped. Any advice would be appreciated. Thanks".

Earl Robinson (#1337)
121 Partridgeberry Lane
West Swanzey, NH 03469
(603) 357-3922

Another member seeking help is **George Corse Jr.** (#1349) in Pennsylvania. He writes: "I have a heating problem with my '38 Century sedan. The temperature goes up to over 200° Fahrenheit when I drive it for more than 30 minutes. I cleaned out the radiator and checked to be sure the thermostat is working and it is. I am considering the possibility of putting on an electric fan in front of the radiator to increase air flow. I would like to hear if any members have used the electric fan and does it solve the over-heating problem? Any suggestions would be appreciated. Thanks."

George Corse Jr. (#1349)
222 Ridgewood Road
Media, PA 19063
(610) 566-5042

John Baine (#1080) in Canada wants to know:

1. Can a 1937 40 series transmission be used in a 1938 Buick 40 series car? are there differences in the transmission? Will a '37 transmission bolt right up to a '38 motor?
2. Can the upper and lower control arms from a '37 40 series be used in a '38 40 series car? I've noticed the part numbers in the 1928-1941 parts book for '37 and '38 are different but a casual visual inspection indicates they are the same.

I recently purchased a 1938 40 series sports coupe. It needs front end work along with a lot of other things. I have a '37 40 series 4-door sedan parts car with a

good front end in it and a complete drive train. I'll part it out if I can't use the front end and transmission in the '38 coupe.

The coupe has a 1941 motor in it but I have a 1938 motor to change it with. If I can, I'll use the '37 transmission when I change the motors.

John Baine (#1080)
RR 2, Bradford
Ontario
Canada L3Z 2A5
(905) 775-2622

Dan McLaughlin (#466) in Michigan writes he needs advice with a lubricant leak. His phone number is: (517) 734-3312.

Steve King (#776) in Indiana requests information from members who have put radial tires on a '37 or '38 Buick. If so, any special wheel preparations? And how did it work?

You can reach Steve at (317) 881-8303.

Pat Jacobs (#1308) in Washington writes: The second to third gear synchronizers seem to be non-functioning. I thought that might be a problem due to the low mileage and things were "gummy." The shop manual says to flush the transmission with "flushing oil", but no one knows what that is. It specifically says not to use kerosene, which would have been my first choice. I did change the oil but have seen no change.

Pat also asks, "I have a '38 Special. It starts very well hot, but very poorly when cold, or sitting for several days. Ignition system is fine, but I think the choke is not setting correctly. This has been a very hot summer, and I can see the butterfly does not close fully. But I don't know if that is correct or not. I have the factory service manual, but do not have the special tools, or another unit to check it by, as they suggest. Is there a member out there that can give advice?"

Pat's e-mail address is:
jacobsp2@juno.com.

His mailing address is:
Pat Jacobs
4525-165th Ave. SE,
Snohomish, WA 98290



Technical TIPS

1937/1938 COLOR MATCHES

By Harry Logan (#651) Los Altos, CA

While looking at a Sherwin-Williams Buick paint chip chart, I noticed it listed four 1937 Buick Colors that were also used in 1938. Of the several chip charts I have, only Sherwin-Williams lists these matches:

1937 COLOR

#502 Coronary Green

#504 Sudan Blue and 1937
Chevrolet Brookhaven Blue

#505 Wellington Gray and
1938 Pontiac Phantom Gray

#512 Hampton Gray
(used on late 1937 Buick models).

1938 COLOR

#517 Van Gogh (dark) Green

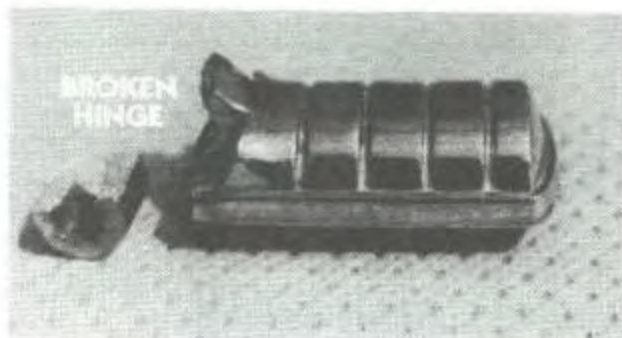
#519 Botticelli (light) Blue

#520 Whistler (dark) Gray

#512 Homer (light) Gray

REPAIRING SEDAN TRUNK HINGES

By Harry Logan (#651) Los Altos, CA



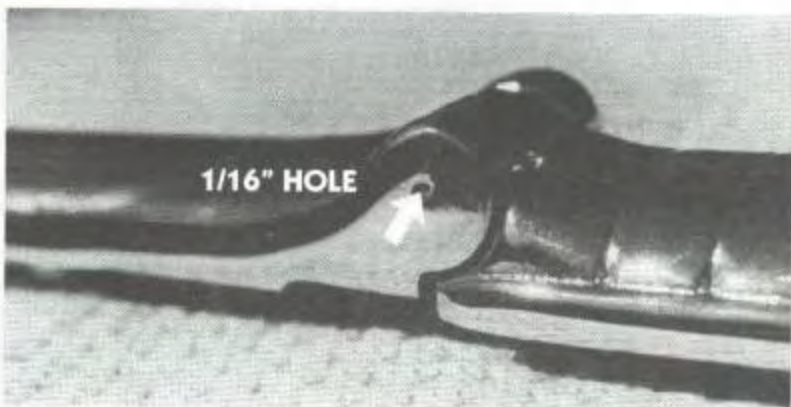
If you try to remove your sedan's trunk lid by yourself, there's a good chance you'll break one of the hinges. That's what happened in the photo above.

The hinge has two parts held together by a hardened hinge pin. You can repair it if you can find a replacement for the broken part. I got mine from **Bob James** (#371) at the Buick Nationals.

Then drill a small hole in the end opposite the hinge pin. I used

a 1/16" drill. It's easy to drill through the soft pot metal until the drill hits the hardened hinge pin. Then stop and tap the pin out with a punch through the small hole. Finally, re-install the pin. Re-chroming the hinge will **not** fill in the small hole. A similar technique is used to remove the wiper shaft on windshield wiper transmissions. See the previous article on page 18.

ED: Thanks to Bob James (#371) in Canada for this information.



1938 TRUNK BADGES

Technical TIPS



By Harry Logan (#651) Los Altos, CA

This trunk badge, called a trunk medallion by Buick, was on most 1938 Buicks. I have seen a few '38 coupes without it or the two holes for attaching it. Personally, I would add it to a car without one because I think it looks nice.

All 1938 Buick's used the same medallion *except* for the slant-back Roadmasters, Models 80C and 87. These two models have a crease that runs down the middle of the trunk lid, so their medallion is shaped to fit this crease. All other models have a flat medallion.

The letters BUICK and the background for the "8" are translucent red. Tamaya Translucent Red "model paint" works well. It should be available in Hobby Shops where model airplanes and cars are sold.

Buick mounted the medallion directly on the painted trunk. Bob's Automobilia sells a rubber gasket molded to fit this medallion. It protects the paint and leaves a black edge around the chrome medallion. It looks nice. If you're interested, it's part number DH-381 and costs \$8.95 plus tax and shipping.



Extra! Extra!

Back Issues Now Available!

THE FOLLOWING BACK ISSUES ARE AVAILABLE FOR \$4.00 EACH POSTPAID.

- 1991-1992 Volume X - Numbers 1 through 8
- 1992-1993 Volume XI - Numbers 2, 4, 5, 6 and 7
- 1993-1994 Volume XII - Numbers 2, 4, and 6
- 1994-1995 Volume XIII - Numbers 1, 2, 4, 5, and 6
- 1995-1996 Volume XIV - Numbers 3 through 6
- 1996-1997 Volume XV - Numbers 3 through 6
- 1997-1998 Volume XVI - Numbers 1 through 6

Please make your checks payable to:

The 1937-1938 Buick Club, 1005 Rilma Lane, Los Altos, CA 94022 USA

Arnold Phillip (#1367)
1067 South Temple
Salt Lake City, UT 84102
38-48

Paul Borgwardt (#1368)
2656 West Newell Ave.
Walnut Creek, CA 94595

Thomas Ritzman (#1369)
2901 Pine Lake Rd.
Uniontown, OH 44685
37-66C

Michael Dunne (#1370)
72 Simcoe St.
Oyster Bay, NY 11771
37-46C

Kurt Masters (#1371)
97 Success Rd.
Milan, NH 03588
37-67

D. Brian Jensen (#1372)
27 E. 21st Street
Baltimore, MD 21218
38-48

WELCOME NEW Members

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6610 Charles Rd.
Westerville, OH 43082
38-41

Paul Rogers (#1374)
P.O. Box 14
Amado, AZ 85645
37-41

Alf Johansen (#1375)
223 Parkland Rise SE
Calgary, Alberta
Canada T2J 4K7

James Knapp (#1376)
S2 C4 R.R. #2
Mable Lake Road
Lumby, B.C.
Canada V0E 2G0
37-46S McL

Robert Hing (#1377)
6145 E. Joshua Tree Lane
Scottsdale, AZ 85253

W. T. Greer (#1378)
499 Hubbardston Rd.
Princeton, MA 01541
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Richard Martella (#1379)
1352 San Clemente Way
Sacramento, CA 95831

Randy Buswell (#1380)
10571 Clermont Way
Thornton, CO 80233
38-61

Tim Timmerman (#1381)
W. 2566 County Rd. H
Poy Sippy, WI 45967

Parts FOR SALE

• 1937 PARTS-ALL SERIES

- Steering wheel cores.....\$30-\$40
- New voltage regulators, 4 terminal..\$45
- Bumper cores, need rechroming (SPECIAL & CENTURY).....\$30 each

• 1937 SPECIAL PARTS

- Transmission, short tailshaft, open driveline floorshift transmission.
Same bolt pattern as Buick Special.....\$125
- Valve cover, clean, painted.....\$8
- Bellhousing.....\$25
- Head bolt set, used.....\$3
- Thermostat housing, two pieces.....\$10
- Exhaust center manifold portion with heat riser.....\$30
- 8 used domed aluminum pistons, standard bore, useable
8 rods #31317416B, babbeted.....\$40
- Water pump pulley.....\$3
- Engine breather tube.....\$3

- Rocker arms, used.....\$12
Kingpin set. Thompson 36SN.....\$30
New pressure plate, 10 inch diameter, Coarse spline disc, new
throwout bearing.....\$75 for all 3
- **1937 CENTURY PARTS**
Rear End. Complete including brakes, drums, torque tube.
Has 3.9: 1 gears for use in a Special... ..\$375
- **1937 ROADMASTER PARTS**
Front seat wood frame, with adjuster mechanism.
Very good wood. No cushion springs.....\$125
ROADMASTER/CENTURY AA-2 Carburetor, large series engine,
needs rebuilding but original carb\$180
- **1938 PARTS**
Steering wheel core with good horn button.....\$50
ROADMASTER/CENTURY AAV-2 Carburetor, large series engine,
needs rebuilding, but original complete with choke mechanism\$200
- **1936 PARTS** (possibly useable in 1937?)
2 disassembled large series transmissions.....\$75 each
Good smooth shifting transmission.....\$150
New Y & Z wiring harness.....\$255
Large series intake manifold.....\$25

All prices plus shipping

David Powers (#894)

27732 Paseo Barona,

San Juan Capistrano, CA 92675

(949) 493-1199

• **1937 & 1938 PARTS**

- 38 Optional Rear Center Fold Down Bumper Guard
(Rechromed and in Excellent Condition) 240
38 Emblem that mounts on nose between grill halves (Rechromed) 125
38 Transmission (40) 100
37/38 Optional Rear Bumper Gravel Guard (Sandblasted) 65
37/38 Sidemount Emblems (Repro-Brass) 25 set
37/38 Front Convertible radiator brackets 55 set
37/38 NOS Rocker Arm Shaft, with bushings (40) 100 set
37/38 Synchronizer Gear (Used But Good) (60-80-90) 65
37/38 Trans. Center Main Shaft (Used But Good) (60-80-90) 45
37/38 Trans. Second Gear (Used But Good) (60-80-90) 45
37 Trunk lid - Hump Back (Very good, never saw rust) (40-60) 125
37 Drivers Side Rear Fenders (40-60) 50
37 Trans. Pilot Shaft (Used but good) (60-80-90) 45
37 Engine (60-80-90) 200

All prices plus shipping. Call between 9:30 AM and 12:30 PM EST Monday to Friday
or anytime on Saturday and Sunday.

David Bylsma (#117)

7802 Chevalier Ct.

Severn, MD. 21144

(410) 551-7236

Parts FOR SALE

• 1938 SPECIAL PARTS

One repairable 1938 SPECIAL passenger side running board \$25 plus shipping.
Charles Wenger (#1278)
2606 Whitt Road
Kingsville, MD 21087
(410) 877-7150 after 6 pm EST

• 1937 SPECIAL PARTS

Robe rope & escutcheons (pitted).....\$8
Headlight switch (2).....\$20 each
Clocks (3).....\$15-\$25
Horn relay.....\$2
Vacuum starter switch, stuck, repairable.....\$10
Headlight bucket moldings (2).....\$15 pair
Horn button & retaining ring (complete).....\$25
Steering column locking device, painted with key.....\$45
Kick panels, new Hampton Coach.....\$20
Klaxon horns pair. Painted & ready to install.....\$50 pair
Nose emblem, good.....\$15
Rear view mirror.....\$10
Radio covers, blanks for cars w/o a radio.....\$15
Firewall ID tag for a blue '37 Model 41 4-door sedan.....\$15
Robe rope escutcheon, pair.....\$10
Sun visor brackets.....\$15 pair
Distributor #663Y 91105.....\$25 or b.o.
Fan blade.....\$8
Fan pulley.....\$5
Trunk license plate bracket, complete.....\$25
Klaxon horns, non-working.....\$20 pair
Hood louvers, pair, need some work.....\$25 pair
Moldings: Front door (pair), back door (pair), back door to trunk (pair).
Sell only as pairs.....\$50/pair or b.o.
Molding: Front door to hood (pair). Sell only as a pair.....\$20
Hood moldings, sell only as a pair, excellent condition.....\$100 obo
Engine splash pans.....\$50 pair obo
Moldings, back door, right only.....\$15
Molding, back door to trunk, right only.....\$15
Garnish moldings, all plus dashboard. Need restoration. Dash needs minor repairs.
Will consider separating.....\$125 obo
Door sills, original, good usable condition for a 4-Door sedan.....\$35 obo
Steering wheel center, complete w/emblem.....\$15

• 1937 CENTURY PARTS

Exhaust Manifold, left & right side, no center section.....\$25 each
Fan.....\$10
Pulley.....\$10
Distributor #663Z 3327.....\$30 obo

Firewall ID tag for a 37-61 4-door sedan.....	\$20
Battery cover.....	\$10
Chrome (inside) door trim. Needs repair.....	call
Wiper motor, stuck.....	\$15
Vacuum starter switch.....	\$25

• **1937 ALL SERIES PARTS**

Klaxon trumpet horns, complete with mounting bracket, rare.....	\$75
Parking light, no lenses, complete.....	\$65 pair
Tail lights w/bezels & lenses, complete.....	\$50 pair

Prices do not cover postage. 20% extra for postage, or actual postage when ordering large order.

All prices are subject to dickering. Will take reasonable offers.

Jerry Root (#422)
71 South Pollard Dr.
Fulton, NY 13069
(315) 593-2346

• **1937 ROADMASTER PARTS**

1937 Roadmaster hood and side panel pair. One has the ROADMASTER emblem still on it. Includes louvers and latching handles. These have been in my garage for years. I would like them to go to someone who can use them.....\$100. plus shipping.

Marvin Honeycutt
1303 Minna St.
San Francisco, CA 94103
(415) 861-5066
E-mail OLDTAGS@aol.com

• **1937 PARTS**

Headlight pair including trim strip, buckets, reflectors. Surface rust. No lenses.....	\$80
Headlight tilt adjusting screws (7" long) . Re-plated, have two. Look like new.....	\$15 pair
Battery Box of heavy gauge metal. Wooden bottom needs replacing.....	\$25
Pair of excellent condition 1937 Minnesota license plates.....	\$45
Two piece radio plates. Needed when radio is installed.....	\$20
Radio plate. Same as above but only lower curved piece.....	\$10
Special/Century steering linkage.....	\$40

• **1937 & 1938 PARTS**

Old Glass bowl in-line gas filter.....	\$35
Dome-light art deco styling, plastic lens and stainless bezel.....	\$20
40-60 Series left side trunk back sedan chrome hinge.Good original chrome.....	\$25
Big series X fans, 18" diameter.....	\$15 each
Big series Timing Chain cover.....	\$15
Re-chromed door handle w/o lock. Looks like new.....	\$35
Hood handle, good original chrome.....	\$15
'36 - '38 NOS in original box brake linings for 60-80 Series cars.....	\$50
Driving lights, pair, modern copy of Unity lights, excellent condition.....	\$75
Re-chromed headlight bezels, like new.....	\$65 pair
Used Century beauty rings (goes around rim).....	\$50 set of 4

• **1933 PARTS**

Big Series timing chain cover.....	\$25
Hood support arm with clip that attaches to the firewall.....	\$15
Grille, needs re-plating.....	\$75
Grille emblem with Buick crest, re-chromed.....	\$35

- Framed dealer color lithograph of a 38-48 2-door Special Sedan. 18" x 24".....\$85
- **1937 & 1938 SPECIAL PARTS**
- NOS 1934-38 Special Starter Armature p/n 823881.....\$35
- NOS Sleeve, rear axle pinion bearing, 1936 to 1955 Special, p/n 1386942.....\$35
- NOS Reverse Idler Gear, Special '34-'38, p/n 1283878.....\$40
- SPECIAL Torque ball with bronze bearing, good used condition.....\$25
- Used carburetors, need rebuilding:
- AAV-26 for 1939 Big Series.....\$25
- AAV-167 for 1948-49 40/50 series.....\$25

All prices plus postage.

Harry Logan

1005 Rilma Lane

Los Altos, CA 94022

(650) 941-4587

• **Note: The following ad contains price corrections from the June/July issue.**

NOS

1941-42 dual manifold pieces for small series engines:

Intake.....\$175

Front Exhaust.....\$225

Rebuilt Carter carbs for above manifold.....\$250/pair

Rods for 1937-1950 series 40 and 1940-1950 series 50.....\$30/each

Have total of 13. Price for entire lot.....\$300

REPRODUCTION

1938 Roadmaster Model 81 runningboard cores, metal repros,

very good original detail.....\$200 pair

All parts plus shipping and handling.

Bill Rossiter (#947)

1325 Waterloo Court

Riverside, CA 92506

(909) 682-2096

• **VARIOUS YEAR PARTS**

NOS original Delco-Remy voltage regulator #1118315.

Used on all 37/38 Buicks.....\$125

NOS 1938 (40-60-80-90 Series) Distributor #1110801. Complete with

vacuum advance, points, condenser, rotor, cap.....\$125

NOS lower inner long shaft & bushing kit.

1937-38 (40-60 Series).....\$75 each or \$140 pair.

NOS Upper or lower outer support pivot kits.

1937-38 (40-60 Series).....\$40 each or \$70 pair

NOS Stromberg AA-2 carburetor repair kit. For 1937 Big Series cars.....\$65

NOS 1936-37 all series valve cover press-on decal.

"Buick Valve-in-Head-Eight. Silent Oil cushioned".....\$25 each

All parts plus shipping

James Lee (BCA)(#3116)

P.O. Box 678

Parrish, FL 34219

(941) 776-2265

(Parts For Sale continued from page 26)

• **1938 PARTS**

Steering Wheel Excellent rebuilt condition.

Complete with chrome horn ring and button.....\$350 US

- Looking for 1937 radio.

James Knapp

Lumby, British Columbia, Canada

1-250-547-9083

james_trudyk@hotmail.com

• **VARIOUS YEAR PARTS**

Stainless steel springs. Newly made per Buick specs. All springs post paid.

- 1936 (Series 60-80-90) and 1937 all series accelerator springs.

Part No. 3.459 1295288. These accelerator springs are unique to these cars

and is not the same accelerator spring used on '38 and later Buicks.....\$20 each

- 1937 emergency brake spring. Part No. 4.796 1296449. All series.....\$30 pair

- 1936 (90) and 1937-1938 all series secondary brake shoe springs.

Part No. 5.026 1415663. Set of 4.....\$25/set

All springs postpaid. Deduct \$3 from order when ordering more than one item.

David Paulisin (#704)

3514 Darcy Drive

Bloomfield Hills, MI 48301

FAX (313) 531-7801

Work (313) 531-7800

Home (248) 540-3562

• **1938 PARTS**

Sidemount (welled) fenders for 1938 Series 80,90 and complete set

of wheel covers for Series 80. Excellent condition including hardware.....\$2,000.00

Bill Shipman (#617)

6211 51st Ave. NE

Seattle, WA 98115

(206) 522-1462

- 1938 Radio, rebuilt.....\$400.00

Mike Hart (#677)

186 Bushey Plain Rd.

Branford, CT 06405

(203) 481-0005

• **1937 & 1938 PARTS**

The following is just a portion of the parts available. Call with your needs.

• **1937 PARTS**

Master and deluxe heaters.....\$75 each

SPECIAL grille shell, mint condition.....\$125

ROADMASTER rims.....\$25 each

ROADMASTER axles.....\$100 pair

ROADMASTER front suspension,call with needs

ROADMASTER axles.....	\$100 pair
ROADMASTER front suspension,	call with needs
Coupe & 2 Dr. Sedan side stainless, complete sets..	\$75
CENTURY brake & clutch pedal assembly.....	\$35
CENTURY radiator.....	\$75
SPECIAL radiator.....	\$75
Rear springs 40 & 60, good condition.....	\$100 pair
Radio delete plates.....	\$15
SMALL SERIES throttle linkage.....	\$25
BIG SERIES rocker assemblies.....	\$50
Fender lights.....	\$65 pair
Trunk lights, complete.....	\$50
Tail lights with lenses, all series.....	\$50 pair
Wiper transmissions.....	\$50 pair
SPECIAL manifold.....	\$75
Throttle cable.....	\$20
SPECIAL transmission.....	\$100
SPECIAL splash pans.....	\$40 pair
CENTURY hood.....	\$100
Headlight switch.....	\$20
Radio grilles.....	\$15
Wiper motors.....	\$15
Trunk hold-up arms.....	\$20
Sun visors.....	\$15
Bumpers.....	\$30 each
Bumper arms.....	\$15 each
Steering wheel.....	\$50
40 & 60 running board brackets.....	\$50 set
Buick creast badge for hood trim strip.....	\$50
Defroster vent.....	\$65 pair
Gas pedal.....	\$15
SMALL & LARGE SERIES generators.....	\$75

• **1938 PARTS**

DeLuxe Heaters.....	\$75 each
Trunk emblem.....	\$35
40 & 60 sedan trunk lid, no rust.....	\$75
Breather tubes.....	\$10 each
Trunk hold-up arms.....	\$20
734Z starter with solenoid.....	\$50
Horn button.....	\$10
Special hood lettering.....	\$20 pair
Defroster ducts.....	\$15 pair
Wiper transmissions.....	\$50 pair
Rear license plate stand, bracket & light for sedan.....	\$45
Tail lights, complete.....	\$75 pair
Assist straps with screws.....	\$10 each
Throttle cable.....	\$20

Special radiator.....	\$75
Battery tray.....	\$20
Generator.....	\$50
Special manifold, complete.....	\$75
Special hood sides & tops.....	\$25 each
Gas tank door, minor pitting.....	\$200
Fender lights.....	\$100 pair
Century radiator.....	\$100
Special coupe window moldings.....	\$100
Cigarette lighter.....	\$25
Century 3.9 rear end carrier and pinion.....	\$300
Century motor, rebuilt, complete with AAV-2 and new clutch.....	\$2500 firm
AAV-2 Carburetor, complete except choke cable.....	\$125
NOS vacuum starter switch.....	\$50
Rear muffler hanger, NOS.....	\$35
Grille, some pitting.....	\$100 pair

• **1937 & 1938 PARTS**

Special running boards, solid cores.....	\$200 pair
Headlight buckets.....	\$20 each
Large Series air cleaner.....	\$75
40-60 kingpin sets.....	\$30
Starter drives.....	\$20
Large series fan belts, new.....	\$15
Map light switches.....	\$15
Small series spark plug covers.....	\$40
Rear fender splash aprons.....	\$15 each
Big Series manifold ends.....	\$50
16" beauty rings.....	\$10 each
2 Door rear ash trays.....	\$20 pair
Headlight bezels.....	\$20 each
Trunk hinges.....	\$75 pair
Front arm rests.....	\$25 pair
40 & 60 rear vent windows, need plating.....	\$50 pair
Rear view mirrors.....	\$15
Special rear motor mounts.....	\$15
Century rear motor mounts.....	\$35
40 & 60 4 dr. sedan doors.....	\$50 each
Front vent window frames & mechanisms.....	\$35 each
Big Series fuel pump cores.....	\$50
Keyed ignition switches.....	\$35
4-Post voltage regulator, used.....	\$25
15" Beauty rings.....	\$10 each
Headlight adjusting buckets.....	\$100 pair
Gas tank sending units.....	\$65

Dave Tacheny (#997)

11949 Oregon Ave. N.

Champlin, MN 55316

(612) 427-3460

Parts WANTED

• PARTS WANTED

I am looking for the following parts for my 1938 Special :Model 41.

1. Stainless nose trim (between the grille)
2. Bumper badge 3. Gas tank 4. Radio

I have a good working '37 radio that I would trade for a working '38 radio.

Kenneth Huegel (#325)

2 Sachem Drive

Sagamore Beach, Mass 02532

(508) 888-1010

• WANTED

I'm looking for dual sidemount fenders for my 1938 Special.

Tom Halfpenny (#1286)

2365 Queens Drive

Woodberry, MN 55125

Work (651) 665-4675

Home (651) 738-0838

Fax (651) 738-8513

• WANTED

Need '37 Limited Parts...Center Hood Strip, front windshield-middle divider.

Bruce Barrett (#836)

330 Blue Heron Lane,

Missoula, MT 59804

(406) 542 2595

• WANTED

1938 "BUICK 8" Center Bumper Badge

George Corse (#1349)

222 Ridgewood Road

Media, PA. 19063

(610) 566-5042

Cars WANTED

• 1938 WANTED

Century Opera coupe, prefer with sidemounts. Nice solid driver w/good to excellent mechanics.

Ronn Pittman (#1188)

1024 S. Raddant Rd., Batavia, IL 60510-3349

(630) 879-7393

Cars FOR SALE

• TWO 1937 SPECIALS FOR SALE

- One a model 41 4-Door Sedan
 - One a model 46 business coupe
- With spare parts. Both cars need complete restoration.

\$2,000. for this package deal.

Robert Sawyer (#848)

HCR 35, Box 97, Gouldsboro, ME 94607

(207) 963-2945

• 1938 SPECIAL FOR SALE

1938 Special Convertible Coupe Mod. 46C Titian maroon. Lots of extra parts.

\$28,500.

Mike Hart (#677)

186 Bushey Plain Rd., Branford, CT 06405

(203) 481-0005

• 1937 SPECIAL FOR SALE

1937 Special Business Coupe Model 46 Solid complete rust free car with several restoration steps completed including rebuilt engine. Spare engine included (not rebuilt). Storage/time limits force sale.

\$8,500. If interested, please call/ E-mail for specs.

Jerry Myers (#934)

2842 Subtle Lane, Fairfax, VA 22031

(703) 573-6850

jmmsubtle@juno.com

Literature FOR SALE

1937 & 1938

ORIGINAL BUICK OWNERS MANUALS

\$55.00 each.

Bob Hamro (#775)

San Jose, CA (408) 246-0239

Complete collection of

TORQUE TUBES

\$700.00 obo

Mike Hart (#677)

186 Bushey Plain Rd., Branford, CT 06405

(203) 481-0005

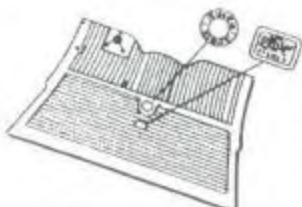
BOB'S AUTOMOBILIA

(805) 434-2963

1937-38 BUICK



FRONT FLOORMAT
1937-38 All Models
Black or Brown
FF-378.....\$195.



DOOR WEATHERSEAL-SPONGE

Glue-in.....DW-378.....\$1.80 ft.
Clip-in.....DW-80.....\$3.25 ft.
Clips.....WC-80.....\$.75 ea.



DOOR BOTTOM SEAL

Clip Type.....DW-369.....\$2.25 ft

TRUNK SEAL-SEDANS. 1/2' Wide;

Ser. 80-90.....TW-371.....\$35.50

Sedans, 3/4' Wide;

Ser. 40-60.....TW-371S.....\$37.50



TRUNK SEAL For COUPES. 5/8" x 1"

Sponge.....TL-369.....\$2.00 ft.

1/2"x1"x16" TL-1129.....\$47.50



CLUTCH and BRAKE PEDALS Series 40-60

Black.....CB-343BK.....\$5.95 ea.

Brown.....CB-343BN.....\$5.95 ea.



PEDAL FLOOR SEALS; All Models

.....FS-375.....\$12.50 pr.



1937 ONLY! ACCELERATOR PEDALS Series

40-60 Back.....AP-37BK.....\$32.00

Brown.....AP-37BN.....\$35.50



SHIFT BOOT. 1937-38 Series 40 Only!

Black.....\$ 9.25

Brown.....\$18.50

Series 80-90 Black ONLY.....\$ 8.50



DOOR SILLS; Trim To Fit

2-Door \$62/pr. 4Door \$93/set.

GLOVE BOXES; \$27. ea.



PARKING LIGHT LENS.....\$18.00 ea

CARB. KITS: CARTER.....CK-360C.....\$27.00

STROMBERG.....CK-37XS.....\$27.50

TORQUE BALL SEAL KIT. All Models

TBK-343.....\$27.00



VISOR "VANITY" MIRROR. VM-379.....\$27. ea.



LICENSE PLATE FRAMES. Chromed Brass

LF-333P.....\$62. Pair



FRONT END PARTS For 40-60 Series;

Upper Outer Kit.....\$39.50

King Pin Sets.....\$39.75

Lower Inner Bushings.....\$20.00

Tie Rod End.....\$27.00



EXHAUST MANIFOLDS

1937-38 Series 60-80-90

ENDS \$185. CENTER \$189. VALVE BODY \$195.

RUNNING BOARD INSULATORS. 1937-38

All Models. ALL NEW MATERIAL!

4 Needed Per Running Board.

RI-378S.....Set of 8...\$180.00



HOOD REST PADS. 1937-38 6-8 Per Car.

HR-378.....3.50 ea.



DASH GLASS, SILK-SCREENED on

Back of GLASS in COLORS as

Original. 1937.....SPEEDO DG-37.....\$38.

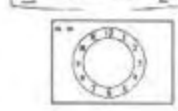
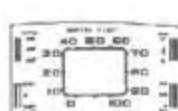
RADIO.....RG-37.....\$23.

CLOCK.....CG-37.....\$28.

1938.....SPEEDO DG-38.....\$38.

RADIO.....RG-38.....\$23.

CLOCK.....CG-38.....\$28.



PLASTIC DASH KNOBS DK-37(38).....\$ 6.

PLASTIC DOOR HANDLE and Window

Winder RINGS. HE-37(38).....\$ 6.



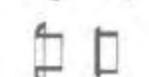
OUTSIDE DOOR HANDLE CHROME

and RUBBER GROMMETS.

1 FERRULE & 1 GROMMET Per Set.

1937.....DGF-296.....\$5./Set

1938.....DGF-380.....\$5./Set



DOOR FERRULE INSTALLATION TOOL

\$20. Refundable if Returned Within

30 Days. DF-TOOL.....\$29.



1938 TRUNK HANDLE/LIGHT MOUNTING

SEAL.....DH-381.....\$8.95



MOTOR MOUNT, FRONT. All Models

ROUND PADS.....SP-338.....\$10. pr.

MOUNT.....MM-347.....\$51. pr



TRUNK HINGES for 40-60. Chrome Plated \$150. pr.

1937 HUB CAPS. All Ser.....HC-37.....\$60. ea.

WHEEL Beauty Rings. 15" or 16".....\$99./Set of 4

1937 or 38 HOOD ORNAMENT.....\$85.

SOME OTHER ITEMS WE STOCK; BEARINGS,

DECALS, ENGINE PAINT, DECALS, SHOP

MANUALS, PARTS BOOKS, BODY BOOKS and MORE.

SHIPPING; 10% max \$9. min. \$4. Prepaid. C.O.D. Add \$5.

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VISA- MASTERCARD-DISCOVER or C.O.D. CATALOG #45 \$5.00 - PHONE ORDERS - (Write For Catalog)

CONVERTIBLE SUN VISORS



Sun Visors

Fits 1935-36-37-38-39

\$165.00 each

These are authentic visors.
All parts are chrome plated,

WALLACE WALMSLEY

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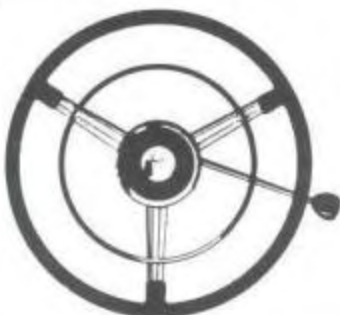


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STEERING WHEELS

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HAND CRAFTED WITH THE
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